

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
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1. The Danube River port at Bratislava has extensive facilities for mooring, loading and unloading, as well as a minor shipyard for repairs and a dry-dock. It is supervised throughout by Soviet officials. Access to the port is controlled by the Czechoslovak Border Guard (PS) unit outside the port area, the Czechoslovak police at the gates and the port militia inside.
2. The Czech river police and an army engineer unit are located in and near the port.
3. The sub-paragraph designations appearing in this paragraph correspond to the numbering and lettering indicators on the annexed sketch of the Danube River port at Bratislava, and the comments in this paragraph are intended to explain the installations so indicated on that sketch.
 - (1) On the hill near Kilometer 1872, the Bratislava city waterworks.
 - (2) On the hill at Kilometer 1868.6, the site of the Bratislava Industrial Fair, with six large buildings.
 - (3) At Kilometer 1868.7, the Bratislava City Museum.
 - (4) At Kilometer 1868.4, near the museum, the site of most of the offices of the Slovak government.
 - (5) At Kilometer 1867.4, about three hundred meters from the left bank of the river, a large oil refinery with metal oil tanks (5a). This refinery is connected with the north basin, where fuel is loaded and unloaded. The adjoining north bank of the north basin is equipped with special pumps, storage space for fuel and two cranes. The refinery is connected by rail with the Bratislava stations.
 - (6) At Kilometer 1868.1, the main bridge for rail, road and pedestrian traffic; it is of steel construction and was repaired after 1945 (see small annexed

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sketch of bridge). The main river traffic passes under the second span, which has a width of 72 meters and a clearance of 13.11 meters. The first span counting from the left bank is not used for traffic, since its clearance is only 12.15 meters. The third span is generally used only in an emergency and at high water because the four breakwaters, one upstream and three downstream from the bridge, would interfere with traffic. The width of this span is 88 meters and its clearance is 13.45 meters.

- (7) At Kilometer 1868.15, a pontoon bridge for army use only, constructed to the west of the main bridge by a battalion of army engineers. It was built on iron pontoons 88 meters long and 2.8 meters wide bound together in groups of three and covered with planks. The engineers used Kovacs motor boats of Hungarian manufacture to build this bridge.
- (8) At Kilometer 1868.3, moorage for small passenger steamers used for week-end pleasure cruises and facilities for loading and unloading small cargoes by crane.
- (9) Kilometer 1867.4 to 1868, the main part of the port for heavy cargo vessels. There are five cranes, a, b, c, d, and e, one grain elevator, f, and warehouses on the bank. The cranes are mounted on electric, self-propelled carriages and run on rails along the bank of the harbor. Liquid fuel can be loaded or unloaded by means of electric pumps straight into or from tankcars. Points I to VI are guard posts, points I through III being militia guard posts and IV through VI army.¹
- (10) Kilometer 1867.4, handling of cargoes during heavy traffic. There is one crane in this section of the port, as well as warehouses.
- (11) Harbor control officer's pontoon for checking ships arriving and leaving.
- (12) Repair shipyard on the southern bank of the south basin; this yard is used only for minor repair work.
- (13) Dry-dock for ship repairs, located on the western bank of the south basin. This dock can hold three ships and is fitted with modern machinery and electric cranes for lifting hulls out of the water.
- (14) Reserve harbor for cargo ships, used when the main harbor is crowded. During winter, only this part of the harbor is used for handling cargoes. It is fitted with three cranes and warehouses and is located on the jetty between the south and north basins.
- (15) Mooring for motor-driven tugs waiting for barges to be loaded or unloaded; located on the south bank of the south basin.
- (16) Fuel quay, on the north bank of the north basin; it is provided with two cranes and warehouses for storing liquid fuel and barrels.
- (17) River Police headquarters, located on the southwest bank of the north basin in a wooden hut on a pontoon. They have eight patrol boats of various sizes which are moored alongside the pontoons (17a). The police boats accompany all convoys as far as the Czech-Austrian border near Devin and between Kilometers 1820 and 1880. The sector between

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Kilometers 1781 and 1820 comes under the control of the Komarno River Police.

- (18) Two cranes and warehouses for goods, on the northeast bank of the winter basin.
 - (19) Wooden barracks for the engineer battalion, situated on the north bank of the entrance to the winter harbor. These barracks accommodate about 200 men; the remainder live near the pontoon bridge on the right bank of the river. The length of both basins of this winter harbor is 520 meters, the width 80 meters, and the width of the entrance 50 meters. At Bratislava water level, the depth of the water in the basins is 2.6 meters and at the entrance 2.5 meters. There is mooring space for 250 ships; in the winter harbor there is space for 20.
 - (20) Fuel tanks above the ground or half-buried; covered with corrugated iron roofs and earth. This site, located on the left bank of the river at Kilometer 1866.2, is surrounded by a barbed wire fence and guarded by soldiers.
 - (21) The whole area between Kilometers 1867 and 1865.5 is used for training bridge-building troops, and on the right bank it is forbidden to civilians.
 - (22) A rather small training area, between Kilometers 1872 and 1870. There are twenty Kovacs motor boats in this area and the same number in the area described under No. (21).
 - (23) The Bratislava passenger ferry was taken out of service some time ago, as the whole area on the right bank of the Danube was requisitioned by the army and is out of bounds to civilians.
4. The area between Kilometers 1866 and 1868 is used for troop maneuvers and was to be closed to all traffic on the 1st, 9th, 11th, 18th, and 24th days of June 1953 between 8 a.m. and 10 p.m.
 5. The right bank of the river in the sector adjacent to the suburb of Petralka is covered with tents and pre-fabricated wooden huts in which bridge-building troops (Engineers) are billeted. Twenty-five small tanks and eighty trucks are stationed in this area.
 6. Besides the pontoons used for the construction of the bridge, larger pontoons are assembled at this site for the construction of larger bridges. They are four meters wide and 12 meters long, with a surface of metal plates. Large stocks of bridge-building materials are accumulated in this area for training purposes.

Enclosure: 1 map sketch of the Danube River port of Bratislava
(1 page) (State, Army-2, Navy, Air-2, ORR, OCD).

1. Comment. Guard Post V does not appear on the sketch.

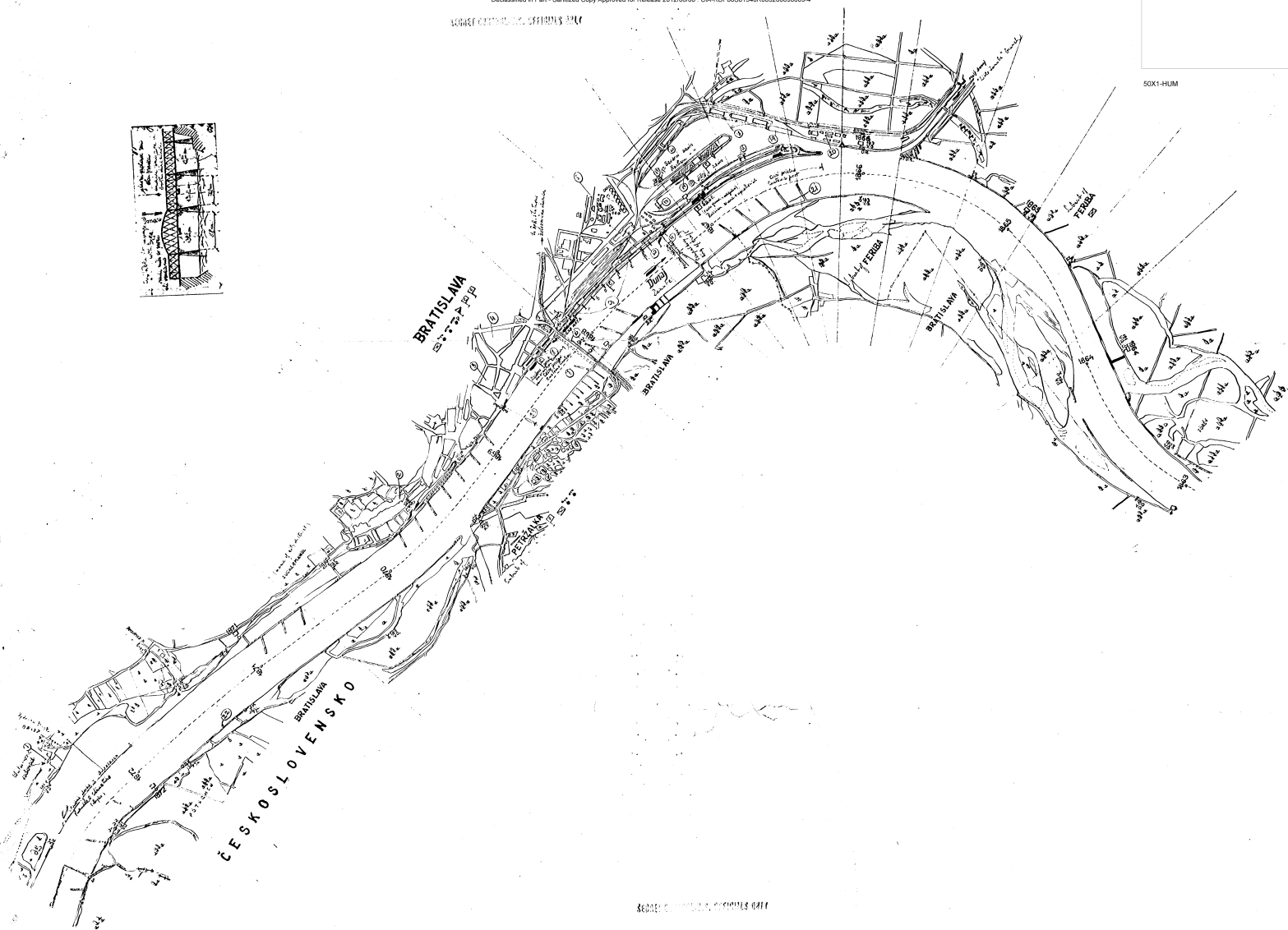
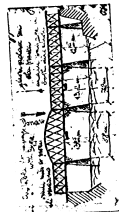
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